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SPECIAL TRAFFIC ADVISORY COMMITTEE MEETING MINUTES

1 JULY 1986

On 1 July 1986, a special meeting of the CIA Traffic Advisory Committee (TAC) was held in the Mclean Community Center Building in Mclean, Virginia. The Chairman called the meeting to order at 7:30 p.m. He stated that this meeting was called at the request of Mr. Kent Maxfield, representative of the Ad Hoc Committee, to discuss in detail with the residents of Evermay, Section 7 the three State of Virginia-endorsed alternatives for the treatment of the area bordering Evermay, Section 7 along Route 193. The Chairman requested that the residents of Section 7 provide him with a community consensus of the option preferred by the community. If the community was not able to come to an agreement, the CIA would select one of the options for implementation. The Chairman introduced Mr. Kent Maxfield.

Mr. Maxfield stated that the community had been involved with the CIA for the last two years regarding roadway improvements in the area. He stated that over the years, some 41 or 42 specific issues have been raised and that to CIA's credit, all except one have been resolved in the community's favor. The one issue remaining to be resolved had to do with the treatment of the area bordering the Section 7 property line. He stated that he asked that the Route 193 roadway be moved and that it had been moved, but only about eight feet. He took exception to the Chairman's statement that there were only three options to choose from and stated that they have an option to go back through channels to discuss any other option they might develop.

One individual asked who is providing the money for this project. The Chairman stated that funds were made available to the CIA by Congress.

Another individual asked if there were any budgetary constraints. The Chairman responded affirmatively, stating that limited funds were available in the Congressional appropriation.

An individual asked if any information had been requested from the CIA under the Freedom of Information Act (FOIA) regarding this project. The Chairman responded that to his knowledge, none had been requested since all the studies connected with this effort had previously been made available to the community as a normal course of action. Mr. Maxfield stated that he had copies of all the studies. The individual asked that he be provided with the address of the CIA FOIA official. (This information was provided by the Chairman at the conclusion of the CIA participation in the meeting.)

Mr. John Fowler of Dewberry and Davis introduced the specifics of the project. He concentrated on the new Rt. 123/193 intersection.

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An unidentified individual asked if the roadway had been moved eight feet. Mr. Fowler responded that the realignment varies from slightly less than eight feet to slightly more than nine feet depending upon location.

Mr. Fowler displayed the three technical illustrations which in effect outlined the three options. He described the options as follows:

1. Do nothing to elevations in the area, keep existing trees which were beneficial, remove "trash" trees, and supplement remaining vegetation with new, heavy landscaping.

2. Same as option 1, but in addition, add a precast concrete wall some 6 feet to 8 feet high along the Virginia Department of Highways and Transportation (VDH&T) right-of-way.

3. Alter the elevations in the area by removing most existing vegetation, regrading the area to form a berm, add a precast concrete wall some 6 feet to 8 feet high, and put additional new landscaping in front of the wall.

Mr. Fowler then went on to describe typical elevations for four houses bordering Route 193. The elevations for each varied depending on address, elevation of the existing backyard, and the specific option being discussed.

Mr. Maxfield asked that a question be addressed regarding the construction of a brick wall to match the existing wall along Rt. 123. The Chairman stated that CIA would not intercede with VDH&T on this issue. VDH&T would not construct such a wall on State property since it would set a precedent throughout the State for use of a nonstandard design. In addition, using accepted environmental criteria, the environmental assessment performed by the VDH&T for this project determined that no noise abatement enhancements were required. In effect, the CIA is offering to provide a precast barrier wall as a visual screen to meet a request by the community that is not otherwise required by standard VDH&T criteria.

Mr. Maxfield asked what the estimated cost of a brick wall would be. Mr. Fowler responded that a berm with an eight foot barrier would cost some $250-$300,000.

STAT Dr. Kim, [redacted] voiced a concern that his residence was outside the scope of this project. He inquired as to how his area could be included and asked his neighbors not to select any of the

STAT offered options unless the last three houses on [redacted] were included; i.e., continue landscaping and/or berm to the back of his house. The Chairman stated that since the beginning of this project, improvements were only to be accomplished within the areas impacted. The final three

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STAT houses on [redacted] at issue, fell outside of the impact area and were therefore not included. Dr. Kim stated that his backyard is below the elevation of the present roadway. The Chairman stated that this condition has nothing to do with the CIA, its building program, or the proposed roadway improvements, and therefore CIA felt no responsibility for resolving problems not of its making.

Mr. Fowler stated he would provide elevation information on each residence in question so that the options could be evaluated by the residents concerned.

Dr. Kim again addressed the group asking them not to select an option unless there was a committment to include the last three houses when implementing the option. Mr. Maxfield stated that perhaps some people could be persuaded to intercede to get the homes under discussion to be included in the plan.

Mr. Fowler asked that the group keep three points in mind:

1. There will be no increase in peak hour traffic on Route 123, and only a modest increase during other periods;

2. The environmental assessment prepared by VDH&T determined that no noise abatement procedures along Route 193 are required; and

3. Maximum road noise occurs at other than peak hours, as the speed of fewer cars increases considerably.

An individual asked what the relationship is between the proposed precast barrier and the existing brick wall at the intersection of Routes 123 and 193. Mr. Fowler stated that there would be an approximate two-foot gap between the two.

Mr. Maxfield asked how much visual screening would be given by the berm with heavy landscaping. Mr. Fowler stated that because of the varying terrain, the effective screening would vary from zero at one end to a maximum of 12 feet in the center, back down to zero at the other end. Mr. Maxfield stated that if a higher berm was required, property would have to be secured from the residents concerned. The Chairman stated that neither CIA nor VDH&T would consider securing additional right-of-way.

Mr. Maxfield discussed a brick wall (instead of a precast wall) to match the existing wall along Rt. 123. The Chairman responded:

1. This type of brick wall will not be put on State right-of-way because it violates VDH&T standards and presents the VDH&T with long-term maintenance problems;

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2. CIA will not consent to constructing this type of wall on private property with taxpayer's money; and

3. CIA will not object if the property owners want to construct such a wall on their own property with their own money.

An individual asked whether CIA will commit to extending implementation of the option selected to the last three homes under question. The Chairman stated he would commit to the implementation of any one of the three options within the present limits of the scope of the project. Furthermore, he was willing to ask the State to look at the last three houses and if there is a feasible and non-prohibitive cost solution, that the CIA would entertain the proposal if it did not run contrary to VDH&T standards and policy.

Dr. Kim asked that a decision on which option to select be deferred until the State responds to the question of what can be done for the three houses. The Chairman responded that he is unwilling to hold this project hostage to an issue which is clearly outside the present scope of the CIA's Roadway Improvement Project.

Mr. Maxfield asked the Chairman if the community selected an option by next Tuesday, would he extend that option to include the last three houses. The Chairman responded that he would extend the option only if it was feasible from an engineering standpoint, if it did not violate VDH&T policy, and if it was not prohibitively costly. This implementation would be done purely from a good neighbor viewpoint rather than because of any demonstrated need.

Dr. Kim asked the community not to vote on an option until the last three houses were addressed.

Mr. May, the developer of the Evermay Community and a local resident, then rendered an opinion that all three options were nice looking but that option 2 has the others beat.

The Chairman then turned over the briefing materials to Mr. Maxfield for further examination by the residents. Mr. Maxfield was reminded that a letter to the TAC Chairman indicating the Community's preference was required not later than close of business Monday, 7 July 1986. The Chairman and Mr. Fowler then left the meeting room at 10:00 p.m. to allow the residents the opportunity to discuss the issue in private.

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